

# MEDIA RELEASE

**McAlester Army Ammunition Plant**

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**Release No. 003-08**

**Release Date: June 2008**

## Hill AFB crew goes 'loco' after arriving at MCAAP

What does it take to change the engine on a 125-ton locomotive? Four 50-ton screw jacks, a building large enough to hold it and three men from Hill Air Force Base.



"The guys from Hill Air Force Base do a good job and I have to brag on 'em," said Ed Walker, heavy mobile equipment mechanic with the McAlester Army Ammunition Plant rail road. "I've never had a crew from Hill Air Force Base come out here and say they didn't enjoy their trip," he said.

Subjects of Walker's bragging rights are Steve VanderWall, heavy mobile equipment mechanic; Dean Strasner, heavy mobile equipment electrician and Trent Gibson, heavy mobile equipment mechanic. They work for the Defense Generator Rail Center at Hill Air Force Base.

The team had to replace the truck assembly of the locomotive which powers the engine. A generator on the locomotive powers the trucks assembly which contains wheels and traction motor. The wheels were the purpose the trio from Defense Generator Rail Service had to come to the plant.

"When the flange on the engine wheels get too narrow by being worn down from use, it can de-rail your 125-ton engine and cars," Walker explained. The truck assembly, which contains the wheels, have to be replaced about every eight months, he said.

The old truck assembly is shipped to the Defense General Rail Center at Hill AFB where it's repaired and eventually exchanged for another truck assembly needing repair somewhere else in the Department of Defense.

Factoid: The weight of a 125-ton locomotive engine is equivalent to 25 African male elephants or a little more than two Abram M1 tanks.